KIRKBY AND NICHOLLS LOSE

Amateur and "Pro" Golf Like a Well Oiled Machine, to Delight of Gallery.

Class told in the four-ball golf competition when Jerome D. Travers, amateur, and Alec Smith, professional, won this affair with a best ball of 64 over the links of the Apawamis Club yesterday. They won by the comfortable margin of four strokes over Oswald Kirkby, the New Jersey champion, and Gil Nicholls, winner of the M.

G. A open title a year ago. J. Topping and Fred McLeod got third place with 69, while George Barnes and Jack Hobens landed in fourth place with a card of 70. The money awards of the professionals were \$80, \$60, \$40 and \$30. Plate went to the successful amateurs.

The gallery lost no time in picking out the real attraction when the Travers-Smith and Kirkby-Nicholis combinations went away together. Only once on the entire round did the metropolitan amateur champlon and Smith fall down together, and FINED FOR QUEER DRIVING that occurred right at the start, when they failed to get better than fives at the first hole. Both the drives, a trifle sliced, left their balls in the rough, and neither got home on his second. Thereafter those two worked like a well oiled machine, either casion with a hole in par or better.

own way, though the far driving Nicholis supplied the real fireworks when he over-Nicholls drove about 300 yards, and for an dale, the favorite, was beaten. erdinary mortal there was still a good brassle shot left to get home. Nicholls, ball than Nicholls, took a brassle for his he halved the third hole in three with Kirkby. Smith followed suit at the fourth green with another three-spot, thanks to a 26-foot downhill putt.

Travers kept up the good work with a to at the short fifth, his tee shot leaving the ball scarcely more than a club's length The amateur metropolitan champion missed an easy putt for a five at the ninth, but it mattered nothing, as h ran down a longer one for a five, which gave them a best ball of 33 out, two strokes better than the opposing pair.

Another of those rare downhill puts, calculated to a nicety, enabled Smith to gain nother stroke at the tenth, where he got All had fours at the eleventh, though Travers deserved the most credit, as he got his after a penalty stroke from a drive which landed his ball in the brook. Smith had threes at the twelfth and thirteenth and Travers at the sixteenth and home holes, all of which enabled the pair to come home in 31. Both of the "pros" were around in about 70, the amateurs taking in the neighborhood of 78, though it is impossible to say just what they would have had, for they picked up at the fourteenth and Travers also lifted after pulling his drive to a trap going to the seven-

The best ball cards of the leaders, as well as the individual scores of Smith and Nich-

in the gallery attending the favorites was Raymond D. Little, of lawn tennis fame. Little is now almost as enthuslastic over golf as lawn tennis, and if he keeps on improving it will not be long.

AUTOMOBILES.

before he will have to be reckoned with as

a "first sixteen" man. When the field had about half finished. hard shower of rain gave those still out on Yachts Will Start Off Governor's the links a good ducking, but they welcomed the relief from the heat. So fast is unusually low totals for the championship proper to-day and to-morrow. While no hurst Yacht Club, for another race through duplicated, the prediction was freely made winner would have to do 295 or better.

about the clubhouse last night that the race week of the Long Island Sound or-The scores in yesterday's four-ball competition were as follows:

Travers and A. Smith Kirkby and G. Nichols.
J. Topping and F. McLeod.
M. Barnes and J. Hobens.
R. Thurston and G. Sargent.
Herreshoff and G. Low.
S. Bronson and F. Peebles.
Healey and I. Stringer.
E. Armstrong and I. Mackle.
H. P. Frelinghuysen and D. Ogilvje. Crabb and R. Andrew.
Foot and T. McNamara...
Gwyer and E. Horton.
White and D. Battell.
wathmey and E. Killick...
A. White and G. N. Lucas.
Van Vieck, jr., and S. But-

Durfee Pilots Helen Stiles Grand Circuit Victory.

Grand Rapids, Mich., July 9 .- Races that were so uncertain in their results as to "pro" or the amateur rising to the oc- have the spectators continually puzzled marked the opening of the grand circuit For concerted steadiness and team work here to-day. The two stake events, the Travers and Smith had everything their Alcryon Purse, 2-07 class trotting, and the promises to be the biggest and best the Grand Rapids Railway Purse, 2:20 class trotting, both developed surprises, played the fourteenth green with a drive former held a real sensation when Durfee, and a mashie. The merit of this feat may after piloting Helen Stiles to victory in be the better appreciated when it is remembered that the hole is 648 yards long. \$200 for not winning sooner. Dudle Arch-

The new point marking rules adopted last five series. winter, was used for the first time on the however, has a way of annihilating space Grand Circuit. According to these, the posiwith any club. Playing the same hole tions of the horses in the various heats are sail fifteen, eleven, eight and five miles alec Smith, who drove a slighter, shorter added together at the conclusion of the respectively, according to the series. The race and the horses, aside from the winner, start will be made at 12:30 off Great Capsecond and was also overplayed on the are awarded positions in the summary, ac-Both got the hole in four. Travers cording to their respective total points. cored the first "birdie" for his side when This rule resulted in some odd divisions of the money, as shown by the summary. The summary follows:

PACING-2:07 CLASS-TWO PURSE, \$1,000.

Sunny Jim. ch. h. by Shadeland Nut-kens (Shiveley) Eddle Dillard, ch. h. (Snow) Braden Direct, bik. h. (Egan) "Sarra Ann Patch, bik. m. (Cox) *Sars Ann Paten, one in the Port of g. (Brown) 4
Ruth D. b m. (Murphy) 5
King Daphne, blk. h. (Dean) 7
Waiter J. b g. (Parker) 8
George Penn, b g. (Valentine); Gold ch. m. (Kerr), and Kirby Star. b m.
Mahon), distanced.

Time—2:07%, 2:08%, 2:09

*Divided third and fourth money equally FROTTING—2:07 CLASS—THREE IN FIVE ALCRYON PURSE, \$2,000.

Helen Stiles, b. m., by Sidney Dillon (Durfee) 4 Dudie Archdaie, blk m. (Geers) 1 1 Baron Hay, br. b. (Sayles) 3 5 Gold Dollar, ch. g. (Macey) 2 2 Time—2:085, 2:074, 2:09, 2:0054. FROTTING-2:20 CLASS-GRAND RAPID: RAILWAY PURSE, \$2,000-THREE IN FIVE. Haine Holt, blk. h., by Cochate (Gerrity).
Dictator Todd, blk. h. (Murphy).
*Marie McKerron, b. m. (Snow).
*Arona McKinney, b. m. (Cex).
Lord Guyton, b. h. (Brady).
Fee Wee, b. g. (Geers).
Rect Keily, h. g. (Bates).

*Divided second, third and fourth money PACING-2:14 CLASS PURSE \$1,000 -THREE IN FIVE.

Henry H., b. g., by Gregory the Great

THREE WESTERN GOLFERS ILL.

are patients in hospitals here with appendicitis, among them Dr. J. B. Ellis, who was believed to have a chance for honors

AUTOMOBILES

Peerless

The Complete Car

Peerless Motor Cars are complete. They

are equally efficient, safe, comfortable, con-

Island on July 21.

Arrangements are being made by Commodore George R. Le Sauvage, Bensonone expects to see the exceptional figures the East River, to bring the Lower Bay made by Nicholls at Englewood a year ago racing flotilla from Bensonhurst to Larchmont in time to take part in the annual ganization. Last year seventeen boats took part in the contest, and as the Yacht Racing Association of Gravesend Bay has officially recognized the Sound classic this season and has arranged no dates for either of the Saturdays of Larchmont week, a larger fleet undoubtedly will take part in the contest this year.

The boats will start off Governor's Island on the morning of July 21, and with any wind at all should reach Larchmont be fore "colors" on the same date. The contest principally is for the knockabouts of the Lower Bay. However, if the Q and the other classes decide to take part in the contest, suitable prizes will be offered by the Larchmont Yacht Club.

It is not the only race that is being arranged to bring boats to Larchmont. Mr. Boucher has just received word from the Yacht Racing Association of Narragansett Bay that in all probability four if not more boats will race to Larchmont. The boats that have entered the contest are W. E. Darling's Paloma, A. M. Chace's Idler, the Mystery and the Alice W. All the craft are in the Q class.

YACHTS ENTER CUP RACES

Indian Harbor Regatta Attracts Representative Contenders.

The twenty-fourth annual regatta of the Indian Harbor Yacht Club, which is to be sailed next Saturday over the usual triclub has ever managed. The entry list already shows more than fifty yachts, and as the regatta committee will receive entries up to to-morrow night, it is altogether cross the starting line. Thirty-seven classes are provided for, and they are divided into

The large classes of sloops and schooners are to sail a twenty-mile course, the others tain's Island, and the time for the last class to cross the line will be 2:10. The regatta committee, E. Burton Hart, Henry C. Pelton and Abbott P. Brush, request special attention to the rule relating to racing numbers, their size and location on the mainsail of yachts in the race.

INSPECTS REGATTA COURSE Promise of Smooth Water on the Long Beach Channel.

Robert Pelton, president of the Long Island Amateur Rowing Association, visited Long Beach yesterday and went over the Reynolds Channel, which will be the scene of the twenty-seventh annual regatta of the association on July 27. He found the water amooth, despite a strong south wind from the ocean. Mr. Pelton decided that in case of a northwest breeze of strong velocitythe only wind that seriously affects the channel for rowing-the course could be shifted to the stretch of water east of the automobile bridge. This reach of the channel is protected from northerly winds y the bridges.

With the option of two courses, Mr. Pelton believes that the old bogie of rough water which has persistently followed Long Island regattas in late years, will be

The new float of the Long Beach Boat Club, 55 by 25 feet, has been completed. and several crews entered in the fouroared races will go down this week to put on the final touches. The Long Island As mer university oarsmen. There are plenty of university alumni about New York who Chicago, July 9.—Three Chicago golfers swingers," and if two or more crews enter prizes will be offered.

AND A GOOD MANY OTHERS.

From The Detroit Free Press in this world on less than \$5,000 a year, which

AUTOMOBILES.

WILL RACE TO LARCHMONT AUTO NEWS OF THE DAY

Hot Weather Has No Effect on Motor Driven Trucks.

HORSES SUFFER GREATLY

Muffler Cut-Out Ordinance Will Go Into Effect in One More Week.

There is at least one class of New York ousiness men who do not regard the present hot spell as altogether an evil. They are the dealers in motor trucks, and the hot weather always affords a convincing proof of the superiority of their type of vehicle over the horse-drawn wagon.

Monday and yesterday were the hardest days of the season on the horses, and a continuation of the terrific heat will undoubtedly bring about a condition similar to that of last summer, when hundreds of horses died in a few days. Meanwhile the motor trucks go ahead without regard to conditions; their efficiency increased, if anything, because of the heat.

Inquiry among truck dealers shows that they are selling a greater number of vehicles than ever before and that the number of business houses inquiring seriously into the merits of motor haulage is increasing daily.

There remains but one week for the muffler cut-out flend to take what joy he can out of handling his car in a manner to remind the ordinary citizen of a sham battle Next Tuesday the ordinance against the cut-out goes into effect, and the probability is that the police will enforce the law vigorously.

Tests have served to show that there is no benefit to be gained through the use of the device on city streets, and very little at any time. On hills a slight increase of power may be effected, but there are few hills in New York, and they can be avoided if desired.

Although the three patrol wagons sold to New York City by the Garford Company have been in service but a few weeks, their excellent performance has resulted in the order of a similar machine by the city of Newark, N. J., for the use of its police department

said to cover more ground than was formerly covered by ten patrol wagons drawn by horses, and by reason of being able to reach the scene of a fire or disturbance quicker than under the old regime more efficient police service has resulted.

The patrol wagon which will go to Newark is a 40-horsepower machine with a seating capacity of 12. In spite of the heavy body it will be able to maintain a speed of 40 or 45 miles an hour while carrying several passengers.

By mining forty weak bridges with the

AUTOMOBILES. AUTOMOBILES.

record of the transcentinental Alco truck when it reached Boone, Iowa, on Monday night. The total will a state of the transcentinental Alco truck when it reached Boone, Iowa, on Monday night. night. The total mileage since the truck started on its coast-to-coast trip from Philadelphia was then 1,581. The truck was forced to do considerable hill climbing, the increase of elevation for the day

being 300 feet. Thirty miles east of Marshalltown the vehicle pushed through clay while the Denver transcontinental route boomers were hung up on account of rain. The wheels cut the soft clay silt to just beyond the inside of the rim and made travelling extremely difficult. The average grade for the day was 15 per cent.

DISEASE HALTS PLANT BOAT

Diphtheria Among Crew Compels Elena to Abandon Race.

Billings Cove. Me., July 9.-Four cases of phtheria among the crew of Morton Plant's racing schooner Elens made it necessary to withdraw the yacht from the annual cruise of the Eastern Yacht Club to-day. When the Elena was in Boothbay Harbor one man was sent ashore suffering from the disease, and last night three other sallors were found to be affected.

Lincoln Davies, of Boston, the fleet surgeon, who boarded the Elena to take care of the sick men, said the cases were not serious. It was arranged to tow the Elena

to Portland.

The remainder of the fleet will continue to Bar Harbor as planned, leaving the Enchantress and the Irolita to fight for honors in the first schooner division.

CANADA AFTER POLO CUP Back River Club Makes Entry for the Junior Title.

Canadian team was named yesterday at the closing of entries for the juntor championship at the office of the Polo There were entries also for the junior championship from the Kansas City, Myopia, Great Neck, Cooperstown, Dedham First, Philadelphia Country Club and Bryn Mawr Club.

Club of Montreal has made a complication in regard to the entries for the junior while under the rules it is not eligible, no give the team a chance to play. The entry and Dabney, to the score of 6-2, 6-4. Al- winning goal for his side. was signed Bartram McLennan. Toronto together, the weather was responsible for has for two seasons sent a team to play what practically amounted to a redrawin a home and home match with the Buf- ing of both the singles and doubles, much falo Country Club, but to this time the to the disappointment of the committee The three machines in New York are Back River Country Club has been quite and the spectators.

> Mr. Gill has cabled that he is to leave to do in the way of court covering. England on July 17 on the Olympic. The Point Judith committee has answered that when both sides lobbe, continuously. he should sall by July 13 even if unac-

Players Default in Singles and Doubles-Clothier and Behr Win.

[By Telegraph to The Tribune.]

Seabright Lawn Tennis Tourney

Behr came up quickly for a spectacula

the day, and held a large gallery keenly

Achelis Challenge Cup singles (first round)-

Raymond D. Little by default.
Barrows-Crawford Cup doubles (first round)—
Edgar W. Leonard and Robert Le Roy defeated
Raymond D. Little and Gustave F. Touchard by
default; Nathaniel W. Niles and Arthur S. Dabney defeated W. M. Mace and George M. Cherch,
1r., 6—2, 6—4.
Second round—Frederick C. Inman and Karl
H. Behr defeated William J. Clothler and George
Peabody Gardner, jr., 6—3, 6—2.

RAWLINS BOOSTS HIS TEAM

Scores Winning Goal for Meadow

Brook Four at Polo.

In a spirited bit of pole, J. A. Rawlins,

the flying No. 1 of the Meadow Brook four,

managed to hit the winning goal for his

team in the last minute of the match for

the Rockaway cups, on the field of the

Rockaway Hunting Club, at Cedarhurst,

Long Island, yesterday. It was the first

contest of the series for the famous

trophies, Meadow Brook defeating the Pip-

ing Rock four by the net score of 12 goals

Piping Rock having received an allow-

ance of six goals by handicap, began to hit

the ball to the side boards whenever danger

threatened. It kept the Meadow Brook

flying squadron-Rawlins, at No. 1; Monty

Waterbury, at No. 2, and Devy Milburn, at

No. 3-riding their ponys to the limit. Raymond Belmont, at No. 1 for Piping

Rock, along with Louis Stoddard, at No. 3,

Belmont and Stoddard scored in quick suc-

cession. Then it was that the Meadow

Brook trio put boot to peny and set after

The line-up and summary follows:

MEADOW BROOK. PIPING ROCK.

1-J. A. Rawlins. 4 1-R. Belmont 1-2-J. M. Waterbury, Jr. 9 2-H. Tweed 3-D. Milburn 9 3-L. E. Stoddard... 8ack-J. B. Thomas.

Meadow Brook—By carned goals, 12 Piping Rock—By carned goals, 5; allowed by handcap, 6; total goals, 11. Goals scored—For Meadow Brook: Waterbury, 5, Milbura, 5; Rawline, 2, For Piping Rock: Thomas, 1; Tweed, 1; Stod-dard, 1; Belmont, 2. Time of game—Eight periods of 7½ minutes each. Referee—Malcolm

LOOKS SUSPICIOUS.

Those Baltimore hotelkeepers may not have

From The Charleston News and Courier.

interested to the finish.

The summary follows:

Seabright, N. J., July 9.-Karl H. Behr the former internationalist, won his place in the semi-final round of the Achelis challenge cup singles on the turf courts of the Seabright Lawn Tennis and Cricket Club here to-day. In coming through, the famous Yale veteran eliminated Lyle E. H. Mahan, Columbia's former intercollegiate winner, at 6-2, 8-6. Arthur S. Dabney, the Boston player, also came through to

D. Little. William J. Clothier, the national singles champion of 1906, made his appearance in the first round of the singles. He was opposed by Howard A. Plummer, the oldime Yale champion. The latter was no natch for Clothier's glancing cross volleys and his swiftly played passes along he sides, yielding up his place at 6-3, 6-1. The overpowering heat was responsible or another readjustment of the com-

the semi-final by a default over Raymon

petitors for the cups. Neither R. Norris Williams, the young star who recently captured the national clay court championship and the Pennsylvania state title, nor Edwin P. Larned were ready for the natch in the first round, so the bracket was held open in the hope that a break in the hot wave may allow them to comete. Raymond D. Little announced his retirement, and with it that of G. F. Touchard, So Edgar W. Leonard coupled with Robert Le Roy instead of his brother with Robert Le Roy instead of his brother and Joseph Thomas, at back, played splen-and advanced by a default. Beals C. and Joseph Thomas, at back, played splen-and advanced by a default beals C. and Joseph Thomas, at back, played splen-and default. Beals C. and Joseph Thomas, at back, played splen-and default. Beals C. and Joseph Thomas, at back, played splen-Wright did not apear, so Behr switched to Frederick C. Inman as his partner, replacing Williams, and they defeated Clothier and George Peabody Gardner, jr., at A telegram from the Back River Polo 6-3, 6-2, landing in the semi-final round.

Then in the first round of the doubles the ball in a way that rode the Piping W. M. Mace and George M. Church, jr., a Rocks asunder. They managed to tie the championship. The team has entered and Princeton pair, replaced Harold H. Hackett score. Then Rawlins picked up the ball and Lyle E. Mahan. They were defeated in midfield and by a dashing bit of horsedoubt concessions will be made so as to by the famous Eastern States team, Niles, manship and mailet work he tallied the

Clothler played so ably in the singles Whatever international flavor will be that there was considerable interest in his given to the tournament will rest on the doubles match. In this he falled to come appearance of the Canadians. It appears up to expectations. Inman and Behr conthat there is small chance of the Argen- tinually forced the playing at the net, and tina, the Tigrus or the Ranelagh team from his side Clothier was away off on his coming over. It seems that F. A. Gill, who shots. Gardner was only a shade better, is to manage the tournament, as he has for he was steady in the rallies, making done for the past two years, has this time Inman a target for his returns and giving failed to get a team to risk the journey. | the old New York State champion plenty There were periods in each of the sets

Eventually either Clothier or Gardner

dropped the ball short, so that Inman or New York

made much money out of the convention, but we notice that one of them is going to have appendicitis in the most fashionable hospital in AUTOMOBILES.

AUTOMOBILES

Horses Bend to the Heat Alco Trucks Never Falter

This is going to be a hot summer. Heat follows cold. Last winter was the coldest in years. This summer is to be the hottest. It's the swing back

of the weather pendulum. Particularly will this heat affect horses.

Ten thousand of them died in a few days from the blistering sun a year ago. In one week 1,200 alone perished in the streets of New York City—a sad sight and a serious business situation.

money loss in five days ran over \$1,000,000 due to the death of the horses, veterinary bills, and business lost through inability to execute orders.

What the loss amounted to in other parts of the heat zone can only be guessed-a gigantic sum.

There is a way to prevent this

Motor trucks are not affected by the sun's rays. They travel along as fast and as smoothly on a sizzling hot day as on a

cool day. They do not bend to the weather.

They beat horses five to one on a hot day.

It is the old story over again of the Animal and the Machine. The Machine almost always wins. Alco motor trucks have saved the lives of untold numbers of horses, have prevented the loss of thousands of dollars by delivering the goods on time—have been a Godsend to humanity and

Alco motor trucks flourish and succeed greatest where the test is most severe. And the test is nowhere more gruelling than in the express service. For the haul is heavy and often long; the goods must be delivered on time and rush seasons are

invested in Alco trucks. The American Express Company has 41 Alcos. It has recently placed its tenth repeat order for five more. The Long Island Express Company has twenty. Ten of

Four express companies have over \$275,000

Movers of the World's Go

them were purchased on a re-order. They work eleven hours daily.

In the service of the United States Express Company an Alco truck a few months ago ran for 336 hours without the motor once stoppingtwo weeks of steady, night and day work.

But not alone in the express service is the value of Alco trucks measured. In almost every line of business they are performing unusual tasks and saving over their horse predecessors.

We save over twenty cents a ton," writes the Seaconnet Coal Co. of Providence, R. I.

"Our Alco pays 16½ per cent on the investment," testifies the Los Angeles Pressed Brick Company of Los Angeles, California.

"It has replaced two two-horse teams, one one-horse team and has

done away with a package car system—for less than the former cost," states the Atlanta Paper Company of Atlanta, Georgia. "Promptness and the 'always ready' condition make the cost of delivering about one-half that of three two-horse teams," adds the Cambria Steel

Company of Johnstown, Pennsylvania. Thus the story of Alco achievement runs.

Sales of Alco motor trucks increased 152 per cent last year. Number of agencies selling Alco trucks increased 364 per cent.

The American Locomotive Company leads all other manufacturers in number of trucks being built and sold.

Sixty-two per cent of its sales are re-orders. And a re-order means a satisfied user.

There is time to prevent the loss of your horses through death from the heat.

Before the next hot spell sets in let us demonstrate to you the superiority of a motor truck over horses on a hot day.

1886 Broadway, NEW YORK

AMERICAN LOCOMOTIVE COMPANY,

